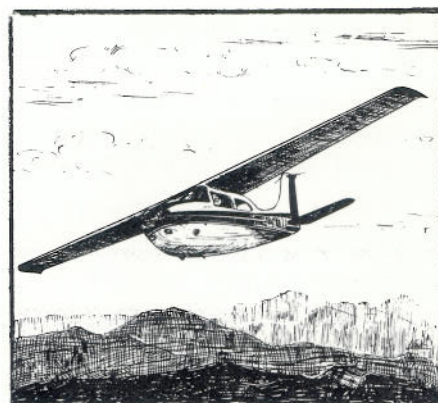




Mike Ferguson congratulating Jack Wilson on a successful FIRC.



MONTANA DIVISION OF AERONAUTICS

Vol. 27 — No. 4

MONTANA AND THE SKY

April, 1976

MPA CONVENTION

By BILL SPICHER

Attention Montana Pilots—Plan to join the bicentennial spirit and attend the state MPA Convention " '76 Freedom in Flight" to be held in Havre April 30—May 2.

Mr. Dave Sclair, publisher of **Western Flyer**, will be featured guest speaker at the banquet and awards program Saturday evening at the Bear Paw Country Club.

State directors will meet Friday afternoon, followed by a poolside champagne hour at the LeHavre Inn and no-host dinner at the Red Lion. Saturday registration, business meetings, and men's luncheon will be at the Eagles Hall, while the women will join for lunch at the Iron Horse. Registration forms were sent to local hangars in March.

JOB OPPORTUNITIES FOR HELICOPTER PILOTS

We have learned of two openings for experienced helicopter pilots with the Department of Livestock.

These positions will require qualified pilots who will fly helicopters only, flying between 600 and 800 hours per year. The pilots will be responsible for the care and opera-

tion of a rotary aircraft flown at low altitudes for the purpose of preventing or reducing livestock losses from coyotes and foxes. The pilots will be responsible for the safe and effective actions of a crew member serving as a gunner. In addition, livestock surveys may be conducted on a limited basis for Brands-Enforcement investigations.

All state requirements as defined under Pilot II and Pilot III classification standards must be met. Additional special requirements are listed as follows:

- 1500 hours total helicopter time,
500 hours in light size class
(preferable OH-13S or
Bell 47-G3B)
- 200 hours helicopter time in
light size class over
mountainous terrain

Base of operation for each helicopter has not been determined at this time. Pilots employed will be allowed to make recommendations regarding this matter. Salaries will range between \$13,773 and \$16,184, depending upon pilot classification and longevity under the state pay classification plan.

For more information contact Ken Seyler, Chief, Predatory Animal and Rodent Control Bureau, Department of Livestock, Livestock Building, Hel-

ena, Montana. Phone: (406) 449-2043.

CANCELLATION NOTICE

Word has been received from Ruth and Loyd Sondreson that they have sold their ranch and will be moving out July 1, 1976. Therefore, the 4th of July fly-in previously scheduled at Polebridge has been cancelled.

NPA PROTESTS PROPOSED VA FLIGHT TRAINING CUT

According to a press release dated Washington, D.C., March 4, 1976, the National Pilots Association has strongly objected to the proposed legislation the Veterans Administration has presented to Congress that would eliminate flight training benefits for veterans. In the message to the Senate Veteran's Affairs Committee and to the House Veterans' Affairs Committee, NPA stated that the action would discriminate against the many veterans training for careers in aviation. "To prevent these—and future—veterans from participating in educational programs leading to a career in aviation not only would deny the individual veteran a legitimate career choice, but also would reduce the number of pilots available for future national needs and would

(Continued on Page 3)

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COMMUNITY AFFAIRS**

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**Official Monthly Publication
of the**

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MONTANA AND THE SKY is published monthly in the interest of aviation in the State of Montana.

Second-Class postage paid at
Helena, Montana 59601

Subscription \$1.50 per year.

Edited by: **Bernice M. Peacock**



Tower: "Delta 471. What is your position now?"

Delta: "Uh tower. I'm a first officer."



**TOWER
OPERATIONS**

**Total
Operations** **Instrument
Operations**

FEBRUARY 1976

Billings	7,369	2,075
Great Falls	6,687	2,611
Missoula	6,934	709
Helena	4,425	598

MARCH 1976

Billings	9,457	2,322
Great Falls	9,079	2,002
Missoula	7,210	736
Helena	4,949	769

*Administrator's
Column*



We held a meeting here in Helena on April 12 to be briefed by the consultant on the Old West Region Commuter Air Service Feasibility Study which was recently completed by the Aerospace Corporation of El Segundo, California.

In addition to the Aeronautics Board, many interested persons and representatives from several of the cities involved in the study were present to hear Mr. Bill Belina give his presentation. The consensus of that presentation was excellent and much interest was shown and many questions asked.

The Montana communities involved in this study are Shelby, Havre, Glasgow, Wolf Point, Sidney, Glendive, Miles City, Forsyth, Billings, Bozeman, Dillon, Butte, Helena, Great Falls, Missoula and Kalispell.

In addition to the Montana cities involved in this study, many cities within the Old West Region (North and South Dakota, Nebraska and Wyoming) were within the scope of this study.

The Old West Region members have felt for some time that we have a common problem regarding small community air transportation and this prompted the Governors to request a study to evaluate the technical and economic feasibility of a commuter air system satisfying the needs for improved or new air service in the Old West Region.

The Air Transportation Committee met April 14 at the Old West Region headquarters in Rapid City to discuss the availability of funding and subsidizing a program throughout the region and how it would be administered. Many options were discussed regarding the subsidy requirements such as guaranteeing loans or outright purchase of aircraft with a lease agreement. It was agreed that a considerable amount of research information regarding this matter would be necessary before any decision can be reached, and that federal funding authorization of such a program would be of first priority and will require a great deal of support from the Old West Region Governors.

* * * * *

It is with a great deal of pleasure that I can finally report that our aeronautical charts have arrived and are being mailed out immediately to all those who have back orders. Even though we had no control over the goof-up of the contractor which necessitated rejection of the original shipment, I would still like to apologize and to thank you for your patience.

* * * * *

I plan to be at the MPA Convention in Havre April 30 through May 2 and would like to urge as many of you as can to try to participate in this worthwhile general aviation function. If you are not a member you are still welcome to attend and may join at that time.



**FAA CERTIFICATES ISSUED
RECENTLY TO PILOTS**

STUDENT

Edward C. Overton, Baker
Michael D. Jones, Valier
Kenneth J. Kane, Florence

PRIVATE

Parker P. Pettigrew, Miles City
Tarzan Z. Wood, Wibaux

(Continued on Page 7)

ANNUAL FLIGHT INSTRUCTOR REFRESHER COURSE



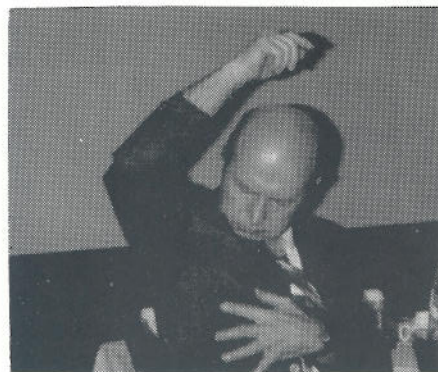
By **JACK WILSON**, Chief
Safety and Education Bureau

The annual Flight Instructor Refresher Course sponsored by the Montana Aeronautics Division was held in Helena April 5-9. The ground school and housing were all contained in the Travelodge. Morning classes were conducted each day at the Travelodge, followed by ground school and flying classes at the Helena Airport on the afternoons of Tuesday, Wednesday and Thursday. There were 20 trainees attending and five pilot examiner tutors.

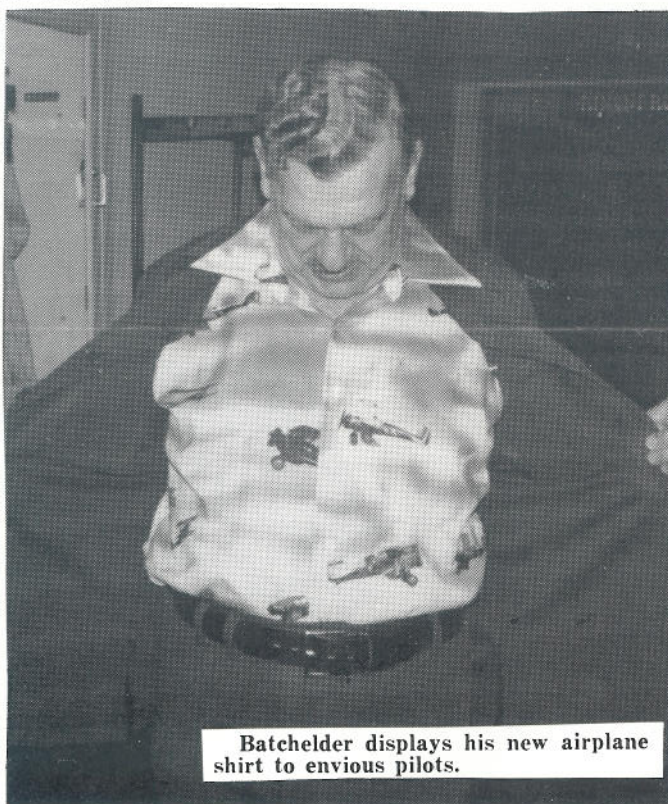
The entire course and curriculum was assembled by Jake Demmerly, Accident Prevention Specialist of the Helena General Aviation District Office. Jake did present some portions of ground school classes both in the morning and the afternoon. We were fortunate to have George Batchelder and Doctor Burton from Salt Lake City who presented portions of the ground school. The aviation/weather portion of the program was presented by Jack Poppe from the National Weather Service. The ground school on the flight service station was given by Curtis Hall of the local combined station/tower. The air traffic control tower was handled by Mike Baldrige of the local combined station/tower. Sam Griggs of the Aeronautics Division made a presentation on aerodynamics and the flight

maneuver portion was covered by Ken McNees, Operations Specialist in the Helena GADO. Avionics was covered by Dick Blaesius and the maintenance portion by Earl Morgan, both of the Helena GADO.

On Thursday night, the awards banquet was held at the Travelodge and there were approximately 50 people in attendance. At this banquet, the awards certificates, etc. were given to the trainees and the tutors, as well as the people who assisted in the ground school presentation. It appears that the overall course was very successful and we are looking forward to conducting another one next year.



Why won't anyone sit next to me?



Batchelder displays his new airplane shirt to envious pilots.

(Continued from Page 1)

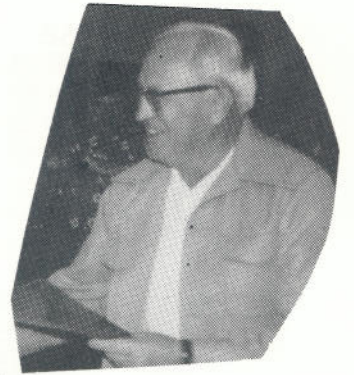
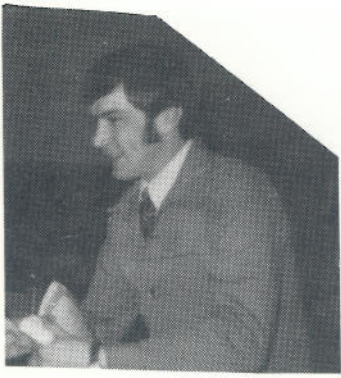
have a very substantial adverse economic impact upon the nation's flight schools," the NPA statement said. "If benefits for flight training were to be eliminated, other educational benefits should also be cut."

NPA asked that the members of the two committees consider carefully the impact of cutting flight training from VA benefits.

PILOT AIDS

Montana Aeronautical Chart..	\$2.00
Montana Airport Directory:	
Loose leaf binder.....	\$1.00
Insert.....	\$1.00
Subscription—	
Monthly newsletter.....	\$1.50

FLIGHT INSTRUCTOR REFRESH



ER COURSE PRESENTATIONS



AVIATION EDUCATION NOTES



By **SAM GRIGGS**, Supervisor

The Supervisor and two of the three college workshop directors, Bob Conklin and Ron Kologi, flew to Las Vegas to attend the National Aviation Education Congress April 1-3.

Major points of interest were the guest speakers: General James, of Pensacola, Florida; Mr. J. A. Brown, American Airlines Director of Flight Training; Major General Leigh Wade, last survivor of the first around-the-world flight, and the two pilots from the record-breaking SR-71 flight from New York to London.

The afternoons and evenings were spent in teacher education workshops.

I feel the convention was a real success and we all came back with some new contacts. It was a worth while trip.

Two workshop directors and I got together to discuss this summer's projects with Garth Hull, this region's NASA education chief. Garth has the responsibility, among many others, of scheduling the Spacemobiles and NASA speakers throughout the Northwest.

NASA will be represented in Montana this summer and fall for teacher workshop participation and the Spacemobile in the southern half of the state.

We are doing the final editing for the Aviation-Space outline for teachers and hope to go to print this month.

We hope to start a Montana Aviation Education Association as soon as the outline goes to print. We will welcome all interested people.

TAIL DRAGGER CHECKOUTS



By **DALE UPPINGHOUSE**
Accident Prevention Specialist
FAA GADO-1

Not many years ago student pilots spent a considerable part of their flight training in learning to keep the big end first. Airplanes with so-called conventional type landing gears have their center of gravity behind the main wheels. It doesn't want to stay there.

Manufacturers found that Orville and Wilbur had something in their Model B. They put a balancing wheel out in front and made it steerable like a tricycle. They then moved the main gear back; and, SHAZAM, with the C.G. between the two, the airplane rolled straight.

There are some advantages, however, to conventional gear airplanes and it looks like some of them will be around for a long time, others not long enough. Those premature retirements of tail draggers are usually due to inadequate checkouts.

The problem arises when tricycle trained pilots are checked out by flight instructors with low tail dragger time. These instructors nearly always turn a fellow loose too soon. It takes a while to get on to all the tricks that a tail dragger can pull off.

Regarding checkouts in conventional gear airplanes, we would like to say flat out, "If the checkee hasn't

been given considerable dual with an Aft Loaded Airplane in crosswind conditions (especially takeoffs in a left crosswind), the student is PROBABLY going to have an accident."

UNICOMS



By **GERALD C. BURROWS**
Aviation Representative

A new unicom was recently installed in the Baker/Fallon County law enforcement office and will provide aeronautical advisory station services to pilots in that area.

Boles Aviation in Hardin received a new antenna system which has increased the unicom's effective range considerably. Mike or Jeff Boles are usually in the area to assist you with any of your aviation needs.

The Red Lodge unicom has been moved to the Carbon County sheriff's office with a new antenna system. Red Lodge also has a set of altimeters available and weather instruments which are located on top of the courthouse.

Bozeman's unicom on 123.0 Mhz is back in commission with a new installation at Flight Line, Inc. Al and Paul Newby would like to know what kind of range the new radio has, so give them a call if you are in the area.

Unicoms located on airports such as Hardin and Bozeman are generally attended and the operators are able to give you current runway conditions and other airport data. This is true with many other communities around the state.

Unicoms that are located at off airport locations such as law enforcement offices can probably help you

with transportation, lodging, types of fuel available and may be able to make a phone call for you. However, they may not be able to give you the current condition of the runways, wind and weather at the airport even though they have wind instruments at their office.

We are always interested in receiving your comments as to the effectiveness of our unicom network located throughout the state.



Conrad Warren, II, in front of his Cessna 150, and his operations building at Deer Lodge Airport.



Conrad Warren, II, and his avionics equipment.

WARREN AVIATION

The fixed base operation in Deer Lodge is operated by Conrad "Bud" Warren, II, president, general manager, flight instructor, chief pilot and superintendent of maintenance; Richard G. Gardenier, chief of maintenance and inspection; and Mrs. Carol Warren, secretary and bookkeeper. The facility offers flight instruction, charter, airframe maintenance. They

expect to expand their repair station rating to include powerplant by the end of 1976.

Oil and 100 octane are available and the unicom operates on 122.8 daily until 6:00 p.m. Taxi to town is available as well as courtesy rides when possible.

Work is being done on establishing an instrument approach and a nondirectional beacon will be installed at the Deer Lodge Airport.

Bud and Carol are married and have one child. Bud has B.S. degrees from Northrop Institute of Technology in Aircraft Maintenance Engineering, and Mechanical Engineering, as well as a B.A. in Physics from the University of Montana. He is a certified instructor with 15 years' experience and commercial, multiengine and instrument ratings.

His hobbies include 19 years' experience as an amateur radio operator, certified scuba diver and amateur astronomer.

Richard Gardenier is married and has one child. He graduated from aeronautical mechanics school in Detroit with his A&P rating in 1966 and has been working in that field ever since.

He is a private pilot and his hobby is designing and building radio-controlled model aircraft.

We hope to have some pictures of the operation in one of our future issues.



Walter and Frances Hensley at FIRC.

(Continued from Page 2)

Stanley L. Barnard, Saco
John R. Rabenberg, Fort Peck
Norman W. Franzen, St. John, ND
Bruce T. Jacobson, Colstrip
John H. Allred, Colstrip
Nelson D. Hogg, Medicine Hat, Alberta
Frederic T. Gerry, Crystal Lake, Ill.
Herbert T. Jones, Lewistown
Michael G. Rafferty, Missoula
David J. Oberlitter, Polson
Greg S. Frost, Great Falls
John M. Ames, Glasgow
Clinton D. Fairbanks, Geraldine
Myron J. Winship, Missoula
Robert E. Litchfield, Florence
Robert L. Mort, Jr., Great Falls
Carl H. Lauterjung, Kalispell
Bradley W. Daws, Bozeman
Peter Z. Looz, Blairmoore, Alberta
Alex J. Higgins, Whitefish
Warren J. Stickney, Missoula
Randolph A. Johnson, Hogeland
Dennis W. McGuire, Hogeland
Robert L. Onstad, Carter
Donovan W. Holman, Malta
Martin D. Mottweller, Great Falls
Donald E. Brendgard, Anchorage, AK
Vance E. Raines, Valier

COMMERCIAL

Thurston D. Harrell, Fairfield
Kenneth B. Porter, Bigfork
Thomas D. Franken, Great Falls
Ricky L. Pedersteum, Prairie Farm, WI
Daniel K. White, Hamilton
Russell W. Hartford, Kalispell
Kenneth W. Arneson, Kalispell
Eric J. Brabec, Bridger

MULTI-ENGINE RATING

James A. Rice, Glasgow
Clarence R. Ugrin, Miles City
Robert E. Durocher, Great Falls
Joseph Matchett, Calgary, Alberta
Richard E. White, Hope, ID

INSTRUMENT RATING

Theodore E. Mathis, Helena
Ronald D. Niccum, Great Falls
Jerald W. Smith, Missoula
John T. Mitchell, Great Falls
Jackie D. Sharp, Lakeside
Thomas A. Gibson, Missoula
Charles B. Thompson, Glasgow

AIRLINE TRANSPORT PILOT

Charles Trantham, Euless, TX

FLIGHT INSTRUCTOR

Edgar L. Obie, Chinook
Thomas L. Konitz, Lewistown (Rein-
state)
Terry F. Albertson, West Yellowstone
(FII)
Leslie L. Haight, Billings
Joseph E. Ugrin, Miles City
Orval E. Markle, Glasgow (Rein-
state)
Roger D. Croghan, Great Falls

AIRFRAME MECHANIC

Frank M. Bruder, Billings

POWERPLANT MECHANIC

Darrell W. Benjamin, Fort Benton
Kenneth L. Offerdahl, Great Falls
Robert L. Omlid, Watford City, ND



Which twin has the Toni?

CALENDAR

April 30-May 2—MPA Convention, LeHavre Inn, Havre, Montana.

May 20-21 — Board of Aeronautics Meeting, Helena.

May 27-31 — Angel Derby, Quebec, Canada to Fort Lauderdale, Florida.

June 1—Yellowstone Airport, West Yellowstone, Montana opens for the season.

June 13—Havre Airshow by Jim Franklin Team.

June 13—Langhus Fly-In, Big Timber.

July 10—Wolf Point Wild Horse Stampede and Fly-in.

July 17—Schaefer Meadows Flying Farmer Fly-in.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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APRIL, 1976

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